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NEWS OF THE FAR EAST
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HONGKONG WEEKLY
PRESS,
With which is incorporated the
CHINA OVERLAND TRADE REPORT
Subscription, paid in advance,
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Hongkong Daily Press.

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1910.
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[3472]

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1910	
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Hongkong, 27th August, 1910. [984]	
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THE HEADMASTER.	
-----------------	--

Hongkong, 29th August, 1910. [985]	
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DIOCESAN SCHOOL AND ORPHANAGE	
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SCHOOL will RE-OPEN on THURSDAY	
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MORNING, 1st September.	
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For Terms for Boarders or Day Scholars	
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Hongkong, 14th July, 1910. [986]	
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CO-EFFICIENT 18/20.

The most Powerful Disinfectant in the World.

Guaranteed 18/20 times more effective than Pure Carbolic Acid under Government Standard Test on Typhoid Germs. Certificate of Strength given to each buyer. Non-Poisonous and Non-Irritant to Human and Animal life. Non-Corrosive. One Gallon will make 400 Gallons of Efficient Disinfectant. Perfect Emulsion in Water.

PRICES:

\$3.00 per 1 gall. Drum. \$12.50 per 5 gall. Drum. \$2.60 per 1 gall. in Bulk.

Pearson's Saponified CRESOL

PRICES:
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Hongkong, 1st April, 1909. [476]

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HONGKONG OFFICE: 10A, DES VŒUX ROAD C
LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, AUGUST 31ST, 1910.

KOREA is an "independent state" no
longer. The Emperor, according to the
wording of the Treaty of Annexation,

"makes complete and permanent cession to
His Majesty the Emperor of Japan of all
rights of sovereignty over the whole of
Korea," and the Emperor of Japan "accepts
the concession," and "consents" to the
complete annexation of Korea to the Empire
of Japan. A Declaration of reasons for the
annexation has been published by the
Japanese Government, from which we learn
that "the existing system of government in
Korea has not proved entirely equal to the
duty of preserving public order and
tranquillity, and in addition a spirit of
suspicion and misgiving dominates the
whole peninsula." Though the Government
of Japan has been publishing annually
exhaustive reports on "Reforms and
Progress" in Korea, this is the first
time a public confession of failure to
preserve public order and tranquillity has
been made, and those who have studied
these reports may well entertain a doubt as
to whether Japan does not do herself
injustice by this confession of failure which
certainly is not warranted by the facts as
they have been officially related. That "sus-
picion and misgiving" have dominated the
whole peninsula is well known. In the cir-
cumstances this was only to be expected, and
it is surprising—and not a little ludicrous

to find complaint made of this in a State
document which so completely justifies these
suspicions and misgivings. Nevertheless,
the prevalence of this hostile feeling may
be cited as forcing the hand of the
Government, and perhaps the Japanese
Government is right in expecting that
with complete annexation the Korean
people will the sooner become reconciled to
the Japanese control of the administration,
for it was almost inevitable that hostility
would increase with the growing confidence
of the Koreans in their ability to control
the machinery of government. Much
blood, we fear, may yet be shed in Korea
before the national spirit evinced in the
insurrectionary movements of the past
few years dies out—if this confession of
failure to cope with the present extent
of public hostility is warranted by the
facts. Down to the end of 1903, it
is officially recorded that the Japanese
army, gendarmerie and police in Korea had
killed off 14,566 insurgents. Nearly nine
thousand insurgents surrendered, and still
the Japanese Government declares that
suspicion and misgiving dominate the
whole peninsula and that the existing
system of government in Korea has not
proved entirely equal to the duty of
preserving public order and tranquillity.
Must we look forward under the new régime
to more rigorous measures of repression?
No other inference is to be drawn from
the Japanese Government's declaration.
Yet, as we stated a few days ago, the
Residency-General's latest report is authority
for the statement that "organised insurgents
are to-day almost extinct, nothing remaining
except bands of the highway robber class,"
and the whole report when it deals with the
subject of "Peace and Order" gives one the
impression that the Japanese military and
police authorities have the situation well in
hand. In short, we are not convinced that
by the complete annexation of Korea Japan
will be in any better position than she is
to-day "to maintain peace and stability in
Korea, to promote the prosperity and
welfare of Koreans, and at the same time to
ensure the safety and repose of foreign
residents." Japan has had full powers of
control in all these respects, and down to
the present she appears to have exercised
them with successful results, carrying on
her great work of reform with a wisdom and
discretion claiming the admiration of all im-
partial observers. We do not see what
further powers Japan needs at the present
time to accomplish all the purposes set
forth in the preamble of the Declaration.
The power to increase the revenue of
the territory by a Customs union with
Japan, and by the application to Korea of the
laws affecting the freedom of trade and
commerce which are in operation in
Japan, would be a solid advantage. But
although enormous sums had been realised by
the contractors, or because they had been, the
railway company was bankrupt, and the French
Government had had to come to its assistance,
but had not yet accomplished the connection
between Y-ling and the capital of the
Province. There must be many people in
London who really know the truth about all
this. If the enterprise has attained success, it
seems ungenerous that so little should have
been taken of it, the British having decided that
a rival though rather less difficult line from
Pernam to Yunnan-fu was beyond one's resources.
It would, in any case, be a great satisfaction to
know definitely that the pleasant Paradise of
Yunnan, full of novelties as of birds, exquisite
white orchids, yet unknown in English flower
shows, growing abundantly on the hillsides,
birds in flocks accompanying the traveller like a
winged advanced guard—it would be comfort to
know that pleasant region is attainable by train
instead of a fortnight's very hard travelling
through a most pestilential region, or about a
month of the hardest travelling I have yet tried
up the Yangtze, across mountain ranges,
beyond mountain range.

Peking is to have a Supreme Court constituted
on Western models. The building is to cost
Tls. 250,000. In the latter respect, at least, they
have not come to Hongkong for the model.

Captain Costa of the steamer *Isla Verde*
appeared before Mr. J. R. Wood at the
Magistracy yesterday on a charge of anchoring
in the area of the cable reserve. It is believed
that an anchor dropped by the steamer did some
damage to the cables. The hearing of the case
was adjourned for a week.

Through the generosity of the coxswain of a
Quarry Bay launch, a colie was permitted to
sleep on board on Tuesday night, and yesterday
he was charged before Mr. J. R. Wood at the
Magistracy with stealing the coxswain's
coat. He told the Court that the coat must
have worked itself on him while resting in his
sleep. As this story did not refute the charge,
however, his Worship sentenced the thief to
three weeks' imprisonment with hard labour.

A Chinese with no employment took two
friends to a restaurant at Shekoumen on Mon-
day night and stood treat. Food was followed by
wine, and the friends sat talking into the
early hours of morning. When the bill was
produced and a settlement demanded the host
found that he had only three cents in his
pocket. The police were called in and he was
removed to the West Point Station, and yesterday
was charged before Mr. E. R. Halifax at the
Magistracy with obtaining goods by false
pretences. As he had nothing to say in answer
to the charge, his Worship sentenced him to
three weeks' imprisonment with hard labour
and six hours' stocks.

SUPPOSED FATAL DRAUGHT.
CHINESE TEMPLE KEEPER INDICTED.

A distressed father, whose son was lying sick
unto death, visited a Chinese Temple at Siaiwano
on Tuesday with the object of appealing to an
idol called the Po Sat. There he met the
temple keeper who, observing his troubled look,
made inquiries as to the nature of his sorrow.
The parent told the keeper his story, and asked
the latter to assist him in jossing the Po Sat.
The caretaker of the temple agreed, and together
they brought the idol to restore the sick
boy to health and strength. When the
appeal to the stone god had concluded
the temple-keeper is said to have persuaded his
co-worshipper that he had received directions
for the treatment of the child. He gathered a
number of what are known as bullock's horn
leaves, boiled those in water, and handed the
liquid to the father to give his son to drink.
The son drank, and shortly afterwards died.
The temple keeper appeared before Mr. J. R.
Wood at the Magistracy yesterday on a charge
of manslaughter, and was remanded pending the
results of the post-mortem examination.

THE TONKIN-YUNNAN RAILWAY.

Mrs. A. Little has addressed a letter to a London
paper commenting on the fact that the London
Press had practically ignored the opening of
the great Tonkin-Yunnan Railway, one of the
grandest, if not the greatest, of engineering
exploits in recent years. Mrs. Little says—

I had been assured by engineers, who lately
worked upon it, that owing to the unprecedented
rise of the river—not in the dredged Nanti
Valley, but in the valley between Y-ling and
Yunnan-fu—the railway had been washed away,
and that trains were not able to run, and that
although enormous sums had been realised by
the contractors, or because they had been, the
railway company was bankrupt, and the French
Government had had to come to its assistance,
but had not yet accomplished the connection
between Y-ling and the capital of the
Province. There must be many people in
London who really know the truth about all
this. If the enterprise has attained success, it
seems ungenerous that so little should have
been taken of it, the British having decided that
a rival though rather less difficult line from
Pernam to Yunnan-fu was beyond one's resources.

It would, in any case, be a great satisfaction to
know definitely that the pleasant Paradise of
Yunnan, full of novelties as of birds, exquisite
white orchids, yet unknown in English flower
shows, growing abundantly on the hillsides,
birds in flocks accompanying the traveller like a
winged advanced guard—it would be comfort to
know that pleasant region is attainable by train
instead of a fortnight's very hard travelling
through a most pestilential region, or about a
month of the hardest travelling I have yet tried
up the Yangtze, across mountain ranges,
beyond mountain range.

DEPORTATIONS FROM MANCHURIA.

JAPANESE THREAT OF RETALIATION.

ACTIVITY OF FOREIGN CONSULS.

In the course of an interview on the 17th
instant with Viceroy Hsi, says a Mukden dispatch
to the *Osaka Mainichi*, Mr. Koike, Japanese
Consul-General at Mukden, admitted that the
Chinese Government appeared to be entitled to
 deport Japanese and Koreans from places in
Manchuria which were not opened to foreign
trade, in accordance with her treaty rights.

Originally the treaty was concluded for the
purpose of making intercourse between Japan and
China work smoothly. As a result of the develop-
ment of the world's commerce in Manchuria,
the Japanese and Koreans "naturally" went to
reside in places not open to foreign trade, as
they were now doing, but without any malicious
intention. If the Chinese authorities enforced the
deportation of Japanese and Koreans from Man-
churia, the Japanese would resent the action,
and would drive away the large number of Chinese
now residing in various parts of Korea. In
that case the relations between Japan and China
would be disturbed, which might not be the
will of the Prince-Regent of China.

The Viceroy replied that the Koreans residing
at the places mentioned had been ordered to
be deported by the local authorities on their
own responsibility, and he (the Viceroy) had
not issued any order to that effect.

The dispatch further states that the British
and American Consuls at Mukden have demand-
ed of Mr. Kan, in charge of foreign affairs in
Mukden, detailed information as to the number
of Japanese residing in Kaiyuan and other
places in Manchuria not opened to foreign trade.

The Consuls are said to have expressed surprise
that Japanese, who are foreigners, are allowed
to reside in these places and to engage in trade.

Mr. Kan will make an investigation into the
number of Japanese residing in all parts of
Manchuria, and supply the Consuls with the
information required.—*Japan Chronicle*.

TELEGRAMS.

[Protected by the Telegraph Message
Copyright Ordinance, 1894.]

[REUTER'S SERVICE TO THE "HONGKONG
DAILY PRESS".]

SHARP RISE IN AMERICAN
COTTON.

LONDON, August 30th.

New York reports a jump in the
price of Cotton to twenty cents—the
highest price reached since the Civil
War.

This has been manipulated by a
bull clique headed by Eugene Scaleys,
who is expected to clear three millions
sterling by it.

The clique appears to control
practically all the August cotton in
sight.

THE KAISER'S SPEECH.

HIS MAJESTY'S OWN DEFENCE.

LONDON, August 29th.

The semi-official newspaper, the
"Norddeutsche Allgemeine Zeitung,"
vigorously rebuts the newspaper
attacks on the Kaiser's recent speech,
especially the passage, "Regardless of
the views and opinions of the hour, I
shall go my way, which is devoted
solely to the well-being and peaceful
development of the Fatherland."

The journal states that it would be
bad for the King who would take the
opinions of the day as a rule of
conduct.

LONDON, August 30th.

H. M. the Kaiser, speaking at
Marienburg, said the Teutonic
Knights taught the lesson that
Teutonism and Christianity were
inseparable. His Majesty himself,
and his grandfather, before him, working
under a high trust imposed by God,
so understood it; and he assumed that
every honourable Christian similarly
understood it. This is what he meant
by his speech at Koenigsberg.

[FROM THE MANILA "CAILLENEWS".]

DEATH ROLL FROM FOREST
FIRES 142.

SAN FRANCISCO, August 26th.

The death roll resulting from the recent
forest fires in the States of Idaho, Montana,
Washington and Oregon is 142. The missing
number 185. Most of the dead and
missing are members of the forestry service
who sacrificed their lives to save the forest
wealth of the United States.

The fires in all of the States affected
are subsiding owing to rains and a fall of
snow in some sections.

THE TYPHOON.

After many warnings of typhoons beyond
the 300 mile radius the one which has been
signalled for the last couple of days yesterday
approached to within 300 miles of the Colony,
and the red drum was replaced at the different
signal stations by the more ominous black
warning. In the afternoon the weather was
showery, but the signals which usually
herald the approaching gale were missing,
and the sea remained calm. It was expected

that the typhoon would reach the Colony at
about eight o'clock last night, but at that hour
the weather had shown considerable improvement,
and the typhoon had passed. It was expected
for a period of ten years levy upon goods imported
from Korea to foreign countries and upon
foreign vessels entering any of the open
ports of Korea the same import or export
duties and same tonnage dues as under the
existing schedules. The same import or export
duties and tonnage dues as those to be levied
upon the aforesaid goods and vessels will also
be applied for a period of ten years in respect
of goods imported into Korea from Japan
or exported from Korea to Japan and Japanese
residents.

(3) The Imperial Government of Japan will
also permit for a period of ten years
vessels under the flags of Powers having
treaties with Japan to engage in the coasting
trade between the open ports of Korea and
between those ports and any open ports of Japan.

(4) The existing open ports of Korea, with
the exception of Masampo, will be continued as open
ports, and in addition Shinjiju will be newly
opened so that vessels foreign as well as Japanese
will there be admitted and goods may be imported
into and exported from those ports.

TREATY.

His Majesty the Emperor of Japan and His
Majesty the Emperor of Korea, having in view
the special and close relations between their
respective countries, desiring to promote the
common welfare of the two nations and to assure

permanent peace in the Extreme East, being
convinced that these objects can be best attained
by the annexation of Korea to the Empire
of Japan, have resolved to conclude a
treaty of such annexation, and have for that
purpose appointed as their plenipotentiaries, that
is to say, His Majesty the Emperor of Japan
Viscount Masakata Teranishi, His Resident
General, and His Majesty the Emperor of Korea
Ye Wan Young, His Minister President of State,
who upon mutual conference and deliberation
have agreed to the following articles:

1. His Majesty the Emperor of Korea makes
complete and permanent cession to His Majesty
the Emperor of Japan of all rights of sovereignty
over the whole of Korea.

2. His Majesty the Emperor of Japan
accepts the concession mentioned in the preceding
article and consents to the complete annexation
of Korea to the Empire of Japan.

3. His Majesty the Emperor of Japan will
accord to their Majesties the Emperor and

THE ANNEXATION OF KOREA.

OFFICIAL ANNOUNCEMENTS.

[DAILY PRESS" EXCLUSIVE SERVICE.]

TOKYO, August 29th.

Two Imperial Rescripts as well as
voluminous announcements have been
published to-day notifying the annexation
of Korea by Japan.

The Emperor grants an amnesty to
malefactors and backward taxpayers
in Korea.

The Governor-General has issued
Decrees relating to the Customs
duties, the status quo being preserved.

The Foreign Office has issued a
declaration in reference to the status
of foreigners and protecting their
economic interests.

The Consul-General for Japan in Hongkong
forwards us the text of the principal documents,
which we append:

DECLARATION.

Notwithstanding the earnest and laborious
work of reforms in the administration of Korea
in which the Government of Japan and Korea
have been engaged for more than four years
since the conclusion of the Agreement of 1905,
the existing system of Government in that
country has not proved entirely equal to the
duty of preserving public order and tranquillity,
and in addition a spirit of suspicion and misgiv-
ing dominates the whole peninsula. In order
to maintain peace and stability in Korea, to
promote the prosperity and welfare of Koreans,
and at the same time to ensure the safety and
repose of foreign residents, it has been made
abundantly clear that fundamental changes in
the actual régime of Government are absolutely
essential. The Governments of Japan and Korea
being convinced of the urgent necessity of
introducing reforms respective to the require-
ments of the situation and of furnishing sufficient

HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held yesterday at the Board Room. Mr. E. D. C. Wolfe presided, and there were present:—Hon. Mr. E. A. Irving (Registrar-General), Mr. A. Shelton Hooper, Dr. G. L. Fitzwilliams, Mr. Lau Chu Pak, Mr. Ng Hon Tez, Dr. F. Clark (Medical Officer of Health), Dr. W. W. Pearce (Assistant Medical Officer of Health), and Mr. W. Bowen Rowlands (Secretary).

OFFENSIVE TRADE.

An application from Shamsuip for a fat boiling licence was considered.

The PRESIDENT informed members that the Crown Solicitor was of opinion that the Board could not grant a licence conditionally, and as the Assistant Medical Officer of Health was not prepared to recommend this application, he thought it would be wise to refuse it.

Mr. LAU CHU PAK.—The business has been in existence there for a long time, has it not?

The PRESIDENT stated that this applicant started boiling fat there without any permission. He was charged at the Police Court, fined either \$10 or \$25, and told that if he wished to continue he must take out a licence. Thereupon he made this application, but it was found that the place was not suitable, and the President proposed that the application be refused.

Mr. HOOPER.—In seconding the motion, said he thought it was unfortunate that the Board had no power to grant conditional licences, because the conditions obtaining to-day might be changed in three years' time, when it might be the duty of members not to renew licences. He hoped that the matter might be brought to the notice of the Government so that they might be given power, by legislative enactment or by by-law, to deal with cases like this.

Mr. LAU CHU PAK was not opposed to the resolution, but he thought a site should be set apart for this particular trade.

The PRESIDENT was in accord with Mr. Hooper, and thought it would be very much easier for the Board to deal with these applications if they could grant conditional licences. He would take steps to ascertain whether this could be done by by-law, or whether it would be necessary to have the Ordinance amended, and he would inform members. With regard to the setting apart of a site, an area in Victoria was under consideration at the present moment, and when that was settled it would be well to settle the question for the whole of Kowloon.

Dr. FITZWILLIAMS was of opinion that an area for offensive trade should be set apart in all the villages, otherwise this question would always arise.

The REGISTRAR-GENERAL said it seemed to him that this man had been boiling fat at Shamsuip for many years.

Mr. HOOPER.—Illegal.

The REGISTRAR-GENERAL.—And now the Board take cognizance of him and says he must not boil fat without a licence, and when he applies for one the Board says, You won't get one. Before we stop this business it would be fair to decide the question of area and permit him to carry on in the meanwhile.

The PRESIDENT said if this place had been on the outskirts of Shamsuip there would have been no objection.

Mr. LAU CHU PAK moved as an amendment that the application be refused, but that the applicant be informed his trade would not be interfered with for twelve months.

Mr. HOOPER.—Accused.

Mr. HOOPER said if this was in order, it was open to any ratepayer to prosecute the man, and for him to plead that the Board had promised not to prosecute him would place it in a very false position.

The amendment was withdrawn, the motion was carried, and the Registrar General, Mr. Lau Chu Pak and the Assistant Medical Officer of Health were appointed a committee to recommend an area for this trade to the Board.

An application for a similar licence came from Kennedy Town, the position being to the east of Sand Street.

The PRESIDENT stated that as this was just on the border of the area set apart, he saw no objection to granting the application.

Mr. HOOPER.—Don't you think it might affect property in Holland Street?

The PRESIDENT.—That street consists of godowns.

Mr. HOOPER.—I think there are 26 houses there, and the carrying on of such a trade would constitute a nuisance.

The PRESIDENT.—One of the houses is apparently already a fat boiling establishment.

Mr. HOOPER.—I would ask that this matter stand over. There is no immediate hurry till next meeting.

The PRESIDENT.—The application was received.

Mr. HOOPER.—I don't think that matters much. If the master is allowed to stand over I may withdraw my opposition. If not, I will move that it be not granted.

Mr. LAU CHU PAK.—In the meantime the man may have to pay rent.

Dr. FITZWILLIAMS supported Mr. Hooper, and felt satisfied that the applicant would loss less after the place had been inspected.

Consideration of the application was postponed.

SCHOOL EXAMINATIONS.

The School Examinations of the Royal Drawing Society, London, were held this year for the first time in the London Mission Training Home for Girls. The following results were obtained:—

Div. I.—Honours, 8. Passes, 2.

Div. II.—Honours, 2. Passes, 6.

Div. III.—Honours, 1. Passes, 3.

Div. VI.—(Painting) Passes, 2.

HAMBURG LETTER.

WRITTEN SPECIALLY FOR THE "HONGKONG DAILY PRESS."

August 5th.

THE COMPLAINTS OF BAD TRADE.

It seems difficult to reconcile the continued complaints of bad trade with the official returns of exports, &c., and the fact, mentioned some time ago, that the great shipping companies, which during the winter and autumn had a number of steamers laid up for want of cargo, are at present not only running every one of their own boats, but have actually been obliged to charter extra ones in order to meet the demand for freight space. Moreover I learn that the Hamburg America Line, besides another huge passenger boat, has ordered four new cargo boats and the Deutsch Austral Gesellschaft three. There must, therefore, be business of some magnitude going on, but possibly manufacturers may not always find it remunerative, prices of most raw materials having gone up considerably whilst those of the manufactured articles have not kept pace. This is especially the case in the cotton industries, where, owing to the failure of the last American crop, prices of cotton have for the past nine months ruled above the average of previous years, and would probably be at a still higher level but for the general curtailment of production on the part of the mills all over the world. The situation is becoming more serious every day as the prospect of the American crop now in the field is by no means as promising as might be wished.

The Agricultural Bureau in Washington in its monthly report for July giving the stand as only 75.4 as compared with 71.9 last year and 83 in 1908. An acknowledged authority in the trade, the managing director of one of the largest mills in Saxony, has probed a note of warning in the Press. He proves by statistics that the stocks of cotton, yarns and finished goods not only in Great Britain and the United States, but on the Continent of Europe as well, notably in this country, must be nearer exhaustion than ever before, and that consequently to fill up the gaps a crop of at least 14 million bales in the States will be required. Under ordinary circumstances one of 13.3 million might suffice, as the world's consumption two years ago was estimated at from 12.5 to 13 million and the annual increase arising from the natural growth of the population does not exceed 3 per cent. But in there at least a chance of the latter figure being reached? The writer thinks not and deeply regrets that the majority of German spinners and manufacturers still cling to the belief in a huge crop and the idea that the only way to escape heavy losses later on is to work up their last stocks of cotton and their last yard of yarn and cloth. What is to happen, however, if the yield be a moderate, say, even a fair, one, and prices instead of declining, as fondly anticipated, should advance? By using up all reserves a real, not an artificial, short interest is being created, such as has not been witnessed for forty years. It will require a monster crop (which seems to be out of the question) to satisfy the demand of starving consumers, and even then an accumulation of stocks cannot be looked for for many months to come. Do spinners and manufacturers in pursuing so perilous a policy realize what the prospects of supply are up to the end of December? Are they aware that the weekly consumption of the world amounts to 250 million bales and that only half that can be counted upon with any degree of certainty? There is every reason to doubt it, for they are proceeding as if the position were perfectly normal and not one of actual famine. The upshot will probably be a wild upward movement causing severe losses to the trade. Mr. Tattonall, of Manchester, in whose judgment full reliance may be placed, estimates the losses incurred so far by such of the British mills as are in the habit of publishing half-yearly balance sheets at 9.51 per cent. of their share capital; and the state of affairs in this country is, in the opinion of the writer of the article, probably no better. Now, he says, if ever, is the time for spinners and manufacturers to stand by each other and to act in concert, in order to avert the threatening calamity, for their interests are identical.

I have given this article somewhat fully, as it appears to me to concern not only producers at home, but buyers of cotton goods abroad as well, who are to me concerned with the market in the colonies, competition from their own home will be the danger which must beset tea and coffee planters in the future. It is obvious that, if an adequate supply of labour for all is to be kept up, wages must rise, but, so long as the supply is limited, as it is now, the rubber plantations will attract all the available coolies, and other agricultural industries will go to the wall. It is no wonder that coffee and tea planters are becoming agitated and wish to throw impediments in the way of recruitment of emigrant labour. The enormous increase in recruiting agencies must in time bring to the comprehension of the coolie that labour is a commodity worth a considerable amount to himself in an open market. At present he does not reap the full value of the demand for his work, because of the middlemen and the pernicious system of inflated advances. Mr. Martin gave some valuable information at the Bangalore Conference on this question of advances. It is a factor which upsets all calculations in the equation between supply and demand, because the money given by way of advance is so much irrecoverable capital thrown out to attract the labour in the first instance. It corrupts the coolie because it shows him how easy it is to get into debt which need never be repaid, and it corrupts the contractor because estate managers will enter into an insane competition with each other in raising the amount of their advances. It certainly is to be increased if the advance system is not kept down within its necessary and healthy limits. Even so, it is difficult to force how planters will enforce their contracts without the assistance of an Act. Company promoters at home talk glibly of the certainty of a labour supply because of the steady increase of the population. They ought, before indulging in their optimism, to study the complex problem of the labour supply of South India on the spot, or rely on the experience of some of the most intelligent recruiters.

THE COLONIAL SECRETARY.

Herr von Lindequist, Herr Dernburg's successor at the Colonial Office, has shown his appreciation of the co-operation of the mercantile community in matters colonial by a letter addressed to the Chamber of Commerce of Berlin in which he says that, although the initiative in the development of the colonies must remain with the settlers, merchants and farmers, it behoves the government to aid their endeavours by general measures, such as the extension of the means of communication and transport, the regulation of native labour, &c. But besides these there are questions of still wider

importance for the solution of which the advice and assistance of practical men of ripe knowledge and experience appear to him highly desirable; in agricultural affairs the co-operation of the "Landwirtschaftsrat" has proved most valuable, and he therefore now proposes to establish an advisory committee for commercial matters to consist of members of the leading chambers of commerce of the countries Beyond the Seas! Defensor of the Faith: Emperor of India.

The London *Daily Express* believes the time has come when there should be an alteration, or at least an addition, to the titles adopted by the British Sovereign.

That British Empire is now something more than a mere convenient term, and it is surely fit that the Empire should have an Emperor, and that King George should be known as "Emperor of the British."

An Empire is strictly a collection of two or more independent sovereignties. The German Empire, for instance, consists of the kingdoms of Prussia, Saxony, Württemberg, and Bavaria, and many grand duchies and duchies. The Austrian Empire consists of Austria and Hungary, and so on.

COLONIAL PRODUCTS.

The furtherance of the production of raw materials for the use of the industries at home, such as wool, cotton, indiarubber, coffee, cocoas, hemp, copra, &c., will be one of the principal objects to engage the attention of the Committee, for, although satisfactory progress has been made so far, a more rapid expansion will be, it is hoped, the result of its co-operation. The value of exports from the different colonies during the years 1903 to 1908 has been in millions of Marks:—

	African South Sea	Kinu.	Colonies.	chow.	Total.
1903	21.7	5.9	14.7	40.3	
1904	20.8	3.9	20	44.7	
1905	23.4	4.4	24.7	55.3	
1906	25.5	5.6	34.2	73.7	
1907	35.9	5.2	32.6	93.7	
1908	37.7	8.7	47.3	93.7	

THE TIME.

An innovation deserving the grateful acknowledgement of all shippers has lately been introduced at the wireless telegraph station at Norddeich, i.e., the signalling of the exact Greenwich time both of noon and at midnight. At 11.53 a.m. and p.m. a preliminary signal is made in order to allow of the receivers on board the vessel to which may reach being properly attuned; at 11.57 a.m. and 11.58 p.m. 38s. is followed by two further calls, and at 11.58 a.m. 46s. the first time signal is emitted consisting of five dashes at intervals of one second, another five dashes being transmitted after a short pause; at 11.59 a.m. 55s. the final five are sent off, the last of which indicates noon or midnight as the last of which indicates

EMPEROR OF THE BRITISH.

WHY SHOULD NOT THE KING ADOPT THE TITLE?

The Coronation of King George will take place next June. The actual date has not yet been fixed. His Majesty would, in the ordinary course, assume the title of "King of Great Britain and Ireland and of the British Dominions Beyond the Seas! Defensor of the Faith; Emperor of India."

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IMPERIAL GROWTH.

The British Empire has come slowly into being. Strictly speaking, perhaps, when the Duchies of Lancaster and Cornwall were invested with royal dignities, an empire was technically created. But while India was still in the possession of the East India Company and the Colonies were still only Colonies there was actually no such thing as the British Empire.

Canada, Australia, New Zealand, and South Africa have, however, now become great, and in many respects, independent countries speaking the English language, loyal to the British Crown, bound by innumerable ties to the Mother-country, but every bit as independent as the kingdom of Saxon or the kingdom of Württemberg.

It must never be forgotten that the Sovereign is the one living tie between the various countries of the British Empire, and that the legal right of final appeal from the Colonial courts is not an English court but to the Privy Council—the King's Council nominated from the whole of the Empire.

EMPEROR COUNCIL.

One of these days there may be an Imperial body called into existence and containing representatives of all the British countries, but we feel that we are voices to the world that the Ambanian and the Ambanian declare that if the Dalai Lama refuses to come back and resume the negotiations with Youngusband he will in consequence thereof be d-pusid, and the Tashi of Tashi-Jungo will be installed in his place as the head of the Lamasite hierarchy. And the thirteenth Dalai Lama was really deposed, as was one of his predecessors, the sixth Dalai Lama.

An Imperial proclamation about this was hung up in a public place. It is true it was amputated with dirt and torn to pieces, according to what my caravan leader, Muhammad Isa, who was then at Lhasa, told me. But otherwise the deposition aroused no excitement; it rather looked as if the people were glad to be rid of a high priest who by his obstinacy had brought a disaster on his country.

There is no outside power by which Emperors can be made. It is doubtful if the British Parliament itself would have any authority to pass a law if it were adopted there would be no change in his functions or his powers.

All that is suggested is that King George should at the moment of his coronation take to himself and to his subjects the title, rank and dignity of "Emperor of the British" in addition to all his other titles and as a title of dignity only.

It is evident that the King will only do this if he is assured that it is the wish of his people, for we live in democratic days and in the most democratic Empire that the world has ever known.

If the new title is to be assumed, steps must be taken now to settle the Empire, and by means of many resolutions, to bring the people's will to the knowledge of the

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, and special business matter THE MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. P.O. Box, 33. Telephone No. 12. Telegraphic Address: Press Codes: A.B.C. 6th Ed. Letter.

NEW ADVERTISEMENTS

TO ALL WHOM IT MAY CONCERN. AFTER This Date, I shall be no longer responsible for the Debts of my Wife, MARY WILKS.

G. WILKS,
Naval Yard Police,
Hongkong, 31st August, 1910. [993]

SOCIETA ANONIMA NAZIONALE DI SERVIZI MARITTIMI
SOCIETÀ IN ROMA.

STEAM FOR BOMBAY,
VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PONT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also NAPLES, TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN Ports up to CALLAO. Taking Cargo at through rates to PERSIAN GULF and BAGHDAD, also BAROMINA, VALENZA, ALICANTE, ALMEIDA and MALAGA.

THE Steamship
"CAPRI" Captain Monroe, will be despatched as above on MONDAY, the 12th Sept., at NOON. For further particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents. Hongkong, 31st August, 1910. [4]

"SHIRE" LINE OF STEAMERS, LTD. FOR MARSEILLES, LONDON AND ANTWERP.

THE Steamship
"CARNARVONSHIRE" Captain Gregory, will be despatched as above on or about the 17th September. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., Agents. Hongkong, 31st August, 1910. [999]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIREZIO), Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ AND PORT SAID. (Taking Cargo at through rates to the BRAZILS to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE, and ADRIATIC PORTS.)

THE Company's Steamship
"VOLWAEERTS,"

Captain Bednarz, will be despatched as above on THURSDAY, the 29th Sept.

This Steamer has capital accommodation for passengers, electric light, electric fan in all cabins, and carries a doctor.

For information as to Passage and Freight, apply to SANDER, WIELER & Co., Agents. Princes Buildings. Hongkong, 31st August, 1910. [3]

FROM EUROPE.

THE H.A.L. Steamship
"AMERICA."

Captain Doinat, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., whence delivery may be obtained against Bills-of-Lading countermanded by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary is given. To-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th Sept. will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 5th Sept., at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

This Steamer brings on Cargo:-

Ex a.s. "Pennsylvania" from New York.

Ex a.s. "Barma" from Bordeaux.

Ex a.s. "Balgrano" from Lisbon.

Ex a.s. "Ela" from Copenhagen.

HAMBURG-AMERIKA LINE,

Hongkong Office.

Hongkong, 30th August, 1910. [996]

THE BANK LINE, LIMITED.

NOTICE TO CONSIGNEES.

STEAMSHIP "SUVERIC."

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & Co., Ltd., Agents.

Hongkong, 30th August, 1910. [8]

NEW ADVERTISEMENT

"SHIRE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM EUROPE.

THE Company's Steamship

"GLAMORGANSHIRE"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods

are being landed and placed at their risk in the Hongkong & Kowloon Wharf and Godown

Co., Ltd., whence delivery may be obtained

against Bills-of-Lading countermanded by the Undersigned.

Orders for extra copies of DAILY PRESS

should be sent in before 11 a.m. on day of

publication. After that hour the supply is

limited. Only supplied for Cash.

P.O. Box, 33. Telephone No. 12. Telegraphic Address: Press Codes: A.B.C. 6th Ed. Letter.

HONGKONG CLUB.

NOTICE.

A N EXTRAORDINARY GENERAL

MEETING of the Members of the Club

will be held in the Club House, TO-DAY

(WEDNESDAY), the 31st August, 1910, at

5.15 P.M., for the purpose set forth in the Notice

posted in the Hall of the Club.

By Order,

JAMES CRAIK,

Secretary.

Hongkong, 22nd August, 1910. [968]

BOXING!

AT THE CITY HALL.

ON SATURDAY, 3RD SEPTEMBER, 1910.

MAIN EVENT:

BILL LEWIS v. BATTLING SIMMIS,

25 Three Minute Rounds

for a Purse of \$1,000.

4 Preliminaries.

Bookings and Plans at the ROBINSON PIANO

Co., LTD.

PROMOTER: R. H. WHITTAKER.

Hongkong, 29th August, 1910. [989]

SPANISH DOMINICAN

PROCURATION.

Hongkong, 24th August, 1910. [879]

TO LET.

NO. 4, SEYMORE ROAD, Hongkong,

whole or in flats.

Apply to— J. HENNESSY SEETH,

No. 4, Ice House Street.

Hongkong, 2nd July, 1910. [795]

TO LET.

NO. 19 and 23, SHELLEY STREET,

now 5-Roomed Houses.

1 HOUSE in Bellies Terrace.

No. 2, CONDUIT ROAD, 5-Roomed House,

from 1st June to 1st July, 1910.

No. 9, BEACONFIELD ARCADE (Shop).

C. M. S. PEAK BUNGALOW, MOUNT

KELLET, Furnished, for 7 months from 1st

November, 1910.

No. 57, PRAYA GRANDE, Macao.

FOR SALE—Toa Chest, at Peak, com-

manding a Magnificent View of the Harbour

and Adjacent Islands.

Apply to— LINSTEAD & DAVIS,

3rd Floor, Alexandra Buildings.

Hongkong, 22nd August, 1910. [91]

TO LET.

GODOWN, No. 5A, DUDDELL STREET.

Apply to— THE HONGKONG LAND INVEST.

MENT & AGENCY CO., LTD.

Hongkong, 1st August, 1910. [88]

TO LET.

NO. 16, WYNDHAM STREET. From

1st September, 1910.

Apply to— E. A. & C. F. DE CARVALHO,

14, Arbutus Road.

Hongkong, 8th August, 1910. [913]

TO LET.

NO. 21, CONDUIT ROAD, Clifton

GODOWNS, 151 to 155, PRAYA EAST

OFFICES No. 2, Connaught Road, 3rd

Floor.

A HOUSE in Wong Nei Chong Road.

OFFICES in York Building.

No. 10, DES VŒUX ROAD CENTRAL,

1st floor.

SEMI-EUROPEAN FLATS, Praya East,

corner of Observation Place. The Tram stop

at the door.

Also NEW EUROPEAN FLATS, adjoining

the new Seaman's Institute, Praya East.

Apply to— THE HONGKONG LAND INVEST.

MENT & AGENCY CO., LTD.

Hongkong, 17th August, 1910. [87]

TO LET.

IN NO. 5, QUEEN'S ROAD CENTRAL,

Victoria Building, ROOMS suitable for

Offices.

One GODOWN in MASON'S LANE.

Apply to— DAVID SASOON & CO., LTD.

Hongkong, 8th March, 1910. [95]

TO LET.

NO. 2, HOLLYWOOD ROAD.

No. 2, OLD BAILEY. Immediate

Possession.

ARRATOON V. APCAR & CO.,

14, Des Vœux Road Central.

Hongkong, 4th July, 1910. [800]

TO LET.

KING'S BUILDINGS.

OFFICES facing the Harbour lately in

occupation of Messrs. JARDINE,

MATHESON & CO., LTD.

Apply to— THE HONGKONG LAND INVEST.

MENT & AGENCY CO., LTD.

Hongkong, 1st August, 1910. [89]

TO

FOR SALE

NAPIER JOHNSTONES'
"SQUARE BOTTLE"
WHISKY.



BEWARE OF
UNARMED FOR
THE SAME TODAY AS IN 1745.
IMITATIONS 150 YEARS.

SOLE AGENTS IN HONGKONG:
LANE, CRAWFORD & CO.,
and from ALL WINE MERCHANTS. [46]

FOR SALE.

REMAINING Portions of MARINE
LOTS 31 and 36 at PRATA EAST.
Approximate Area, 43,000 Square Feet.

TO BE LET OR SOLD
IN LOTS TO SUIT TENANTS OR
PURCHASERS.

MARINE LOT
No. 285
EXTENSIVE WATER
FRONTAGE, DEEP WATER.

Apply—
G. FENWICK & Co., LTD.,
ENGINEERS, &c.,
PRATA EAST, HONGKONG.
Hongkong, 8th June, 1906. [546]

ON SALE.

HONGKONG HANSARD REPORTS
of the MEETINGS of the
LEGISLATIVE COUNCIL for the
Session 1909.
REVISED BY THE MEMBERS.

PRICE — — — \$3.

DAILY PRESS OFFICE.
Hongkong, 21st February, 1910. [516]

CHEESE
CHOICE
CANADIAN STILTON.

60 CENTS PER LB.

THE

DAIRY FARM CO., LTD.

[42]

GENTLEMEN: WE HAVE
SOMETHING TO SUIT YOU!

JUST UNPACKED A FINE STOCK
of Gentleman's & HOSE (SOCKS)
assorted Shade and Designs, also HOSE
GARTERS, BRACES, SCARF PINS,
STUD and SLEEVE BUTTONS. Best
Quality of PEARL BUTTONS, WAIST
COATS and COATS, FANCY NECK TIES
and SCARFS, DRESSES, BLACK and WHITE,
HANDKERCHIEFS, PLAIN and HEM-
SHITCH, COTTON and LINEN, DRESS-
ING HAIR BEUSES and COMBS,
&c., &c., &c.

HOOSAIN-ALI & Co.,
No. 14, Queen's Road Central.
Hongkong, 18th July, 1910. [707]

SHOT MANUFACTURERS.

ABBEY IMPROVED CHILLED SHOT
Co., Ltd., Newcastle-on-Tyne. Makers
of Chilled Hard and Soft Shot (Wholesale only).

CARTRIDGES, SPORTING
(ABBEY BRAND).

Loaded by the ABBEY IMPROVED
CHILLED SHOT Co., Ltd., Newcastle-on-
Tyne. Makers of Chilled Hard and Soft Shot
(Wholesale only). [925]

NEW CARTRIDGES.

BY popular English Manufacturers. In
all Boreas and Sizes.

SMOKELESS POWDERS and CHILLED
SHOTS. From No. 10 to SSSG. at \$6, \$7 and
\$7.50 per 100, SPORTING REQUISITES
and AIR GUNS in Variety.

Inspection Invited.
W.M. SCHMIDT & Co.
Hongkong, 26th October, 1905. [545]

**AUTOMATIC BROWNING
POCKET PISTOLS.**

CALIBRE 7.65 mm.
WITH CHAMBER for 8 CARTRIDGES
FIRING 8 SHOTS in 2 SECONDS.
SIEMSSSEN & Co.
Hongkong, 6th March, 1907. [58]

INSURANCE

**NO. 1 BRITISH AND MERICAN
MARINE INSURANCE COMPANY.**
WITH WHICH IS INCORPORATED THE
OCEAN MARINE INSURANCE CO.,
TOTAL FUNDS AT 31ST DECEMBER, 1909
£19,375,557.

I. Authorised Capital ... \$6,000,000
Subscribed Capital ... 3,275,000 0 0
Paid-up Capital 1,212,500 0 0
(1) Fire Funds 3,488,136 6 7
The Undersigned, AGENTS for the above
Company, are prepared to ACCEPT RISKS
against FIRE and MARINE at Current Rates
SHEWAN, TOMEY & CO.,
Agents.
Hongkong, 19th July, 1910. [788]

DENTISTRY

JEN TING
SURGEON DENTIST,
No. 10, D'AGUILAR STREET
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st September, 1905. [432]

DR. M. H. CHAUN
DENTAL SURGEON,
33, QUEEN'S ROAD, CENTRAL.

1ST FLOOR, ROOMS 2 and 3. From the
University of Pennsylvania, U.S.A.
Telephone 126.
Hongkong, 27th January, 1910. [364]

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.
KA-24 Chests Opium ex.s.s. "KOLO"
and
"DEVAHNA," arrived August 3rd, 1910.

CONSIGNEES are hereby notified that
these chests are lying in the Kowloon
Godowns unclaimed at their sole risk and
expense, and are requested to present their Bill
of Lading for countersignature, to enable them
to receive delivery of the goods without further
delay.

E. A. HEWETT,
Superintendent,
F. & O. S. N. Co.
Hongkong, 19th August, 1910. [588]

S.S. "TOURANE,"
COMPAGNIE DES MESSAGERIES
MARMITTES.

NOTICE.

CONSIGNEES of Cargo from London ex
s.s. "Charente" and "Medoc" from Havre
ex s.s. "Charente" from Bordeaux ex s.s.
"Ville de Constance" in connection with above
Steamer, are hereby informed that their Goods
with the exception of Opium, Treasure and
Valuables are being landed and stored at their
risks into the hazardous and/or extra hazardous
Godowns of the Hongkong and Kowloon Wharf
and Godown Co. Ltd., at Kowloon, whence de-
livery may be obtained immediately after landing.

Ortional Cargo will be forwarded on unless
intimation is received from the Consignees
before NOON TO-DAY requesting it to be landed
here.

Bills of Lading will be countersigned by the
Undersigned. Goods remaining unclaimed after
the 6th September at Noon, will be subject to
rent and landing charges.

All claims must be sent in to me on or before
the 6th Sept., or they will not be recognized.

All damaged packages will be examined on
the 6th Sept., at 3 P.M.

No Fire Insurance has been effected.

P. THOMAS,
Augt.

Hongkong, 29th August, 1910. [2]

NOTICE TO CONSIGNEES.

FROM SHANGHAI, KOBE AND MOJI.

THE Steamship

"ARRATOON APCAR,"
having arrived from the above Ports, Con-
signees of Cargo are hereby informed that their
goods will be delivered from alongside.

Cargo impeding the discharge will be landed
at Consignee's risk and expense into the hazard-
ous and/or extra hazardous Godowns of the
Hongkong and Kowloon Wharf and Godown
Company, Limited.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DAVID SASSOON & Co., Ltd.,
Agents.

Hongkong, 29th August, 1910. [991]

LABUAN COAL.

NOTICE—THIS COAL can only be
obtained from THE LABUAN COAL
WELLS Co., Ltd., who are prepared to Supply
FRESH COAL straight from the Mines
Steamers load at the Wharves. Quicq despatch
Telegrams: "Labor Labuan."

BRADLEY & Co., Agents.

Hongkong, 29th August, 1909. [531]



MITSU BISHI GOSHI KWAISHA.

(MITSU BISHI CO.)

COAL DEPARTMENT.

SOLE PROPRIETORS of TAKASIMA
OCHI, MUTABA, HOJO, NAMAZU, SAYO,
SHINNEN and KAMIYAMADA,
Collaborators.

SOLE AGENTS FOR
KISHIDAKE, MIYAO and KIGYO
KOMATSU Coals.

HEAD OFFICE—MARUNOUCHI,
TOKYO.

BRANCH OFFICES—NAGASAKI,
MOJI, KARATSU, WAKAMATSU,
KOBE, OSAKA, SHANGHAI,
HONGKONG, HANKOW.

Cable addresses for above, "IWASAKI"
Code, AI, ABC 5th Ed., Western Union.

AGENCIES—

YOKOHAMA: M. ARADA, Esq.
CHINKIANG: MESSRS. GEARING & Co.
MANILA: MESSRS. MACDONALD & Co.

For Particulars apply to—

H. OISHI,
Manager,
No. 2, Pedder Street, Hongkong.
Hongkong, 9th January, 1909. [574]

RUBBER OUTLOOK.

INCREASED PRODUCTION.

Although the markets both for raw rubber
and for the shares of rubber companies are in a
state of animated suspense, the development of
the rubber plantation industry proceeds apace,
and the production of the commodity is rapidly
increasing. Not much change occurs from day
to day in the price of the material, and rubber
share values hold their own fairly well in the
circumstances; but there appears to be a sort of
indefinable something in the atmosphere in
Mincing Lane and in the Stock Exchange
which points to the rubber industry being in a
transition stage. No one believes that the price
of the commodity will advance very much, or that
there will be any considerable reduction; but the
conviction is gaining ground that in order to en-
courage the use of rubber as much as possible it
is necessary that the value should be kept at a
moderate level. The question is, who is to
decide on the level at which the price should be
maintained? One thing certain is that it is to
the interest of the grower to give the manufacturer
of rubber articles all the encouragement he
possibly can, and that can only be done by selling
rubber at such a price as will enable him to
secure stocks for all his requirements instead of
forcing him by high values to buy from hand to
mouth, as it were. Just now the market for
plantation descriptions is stagnant, but Mincing
Lane is looking to American consumers to relieve
the position and bring about the much-desired
improvement.

There are some who, jealous it may be of the
gigantic proportions to which the rubber industry
has attained, endeavour to scare investors by
asking what is to become of their dividends five or
ten years hence, when, owing to the greatly increased
production the price of the raw material may fall to 3s. or even to 2s. 6d.
per lb. But in the highly improbable event of
rubber sustaining such a severe decline in value,
shareholders need not be unduly depressed,
as there would still be a sufficient
margin between receipts and costs to permit of
the payment of substantial dividends. A recogn-
ised authority on the subject (Mr. Rutherford,
chairman of the Batai Hajah and other rubber
companies) takes as fair basis £31 5s. as the
cost per acre of rubber brought into bearing.
Including all charges, the cost of producing
rubber should not be more than 1s. per lb., but
to provide against contingencies, let us add
another 2s. and estimate the cost at 1s. 2d. per lb.
On this basis a yield of more than 500lb. per
per acre only, which is very conservative, but if
we assume a yield of 400lb. per acre the extra
100lb. would give an additional 33s per cent.

How rapidly the output of rubber is expand-
ing is easily illustrated by comparing the latest
returns of the various producing companies
with the figures for the corresponding period of
last year. So far an excellent series of crop
returns for the month of July have come to
hand, some of them showing striking increases.

Prominent among them is Linggi Plantations,
which makes a record return of 71,000lb. for the
month in contrast with 48,000lb. in July, 1909.
This brings the company's total to date for the
seven months of the current year up to 406,000lb.,
which compares with 281,000 for the like
period of 1909, and 327,000lb. for the period
of last year.

Assuming that there is no further
improvement, and that for the remaining
months of the year the July return is main-
tained, the Linggi Plantations production of
rubber for 1910 will amount approximately to
790,000lb., an increase of 263,000lb. over the
preceding year. It is not unreasonable to
expect the Linggi to distribute larger dividends
for the current year, as the expansion in the
output will make up for a considerable depreciation
in value which should occur.

Another instance of the progress that is being
made by the rubber industry is furnished by the
Vallambros. This company's last financial
year ended in March, during which period
371,316lb. of rubber were harvested and
dividend aggregating 250 per cent were distributed.
For the four months to the end of July the
output of rubber is reported at 132,500lb., against
101,984lb. for the corresponding period of 1909,
and it is estimated that for the whole of the
current financial year the crop will be 425,000lb.

Assuming the Vallambros receives a net price
in London for this year as last of 7s. 1d. per lb.,
the estimated crop should yield a net profit of
approximately £140,000, which would enable a
dividend of at least 275 per cent. to be paid.

This would represent about 11 per cent. on the
present price of the shares—a by no means bad
return. A gratifying increase is also shown by the
Highlands and Lowlands Park Company, the
out-turn of dry rubber last month amounting to
39,260lb. against 24,871lb. for July, 1909. This
year to date the production is 288,823lb., as com-
pared with 184,151lb. The Anglo-Malay's July
production comes out at 53,627lb., which is
11,331lb. more than for the same month last
year, while for the expired seven months of this
year the total out-turn is 359,049lb., an improve-
ment of 90,200lb. as compared with the figure
for the corresponding period of 1909.

It would be possible for one to go on multiplying
instances of the kind almost indefinitely, as all
the producing companies exhibit substantial
improvement in their output of rubber; but a brief
passing reference is as much as space will
permit. Among the companies which show in-
creased production both for last month and for
the seven months of the current year, in contrast
with the results for the same periods of last year,
are Perak Plantations, London Asiatic,
Pataing, Damansara (Selangor), Harpenden
(Selangor), Federated (Selangor), Selangor
(Selangor), Seremban Estate, Consolidated
Malay Estates, Labu (F.M.S.), Sealed and
Batu Cuves. These by no means exhaust the
list of companies which have greatly increased
their production of rubber, but they will suffice
to prove that the progress made has been
general and of a character that is clearly calcu-
lated to give encouragement to those who have
been employed in the development of this
comparatively new industry.—OPHIE, in *The
Globe*.

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TO DAY
5.15 P.M.—Extraordinary General Meeting of
Hongkong Club.

FORTHCOMING EVENTS.

Saturday, 3rd Sept.—Auction of Wines and
Spirits at Sales Rooms by Mr. Geo. P.
Lammert, 11 A.M.
Saturday, 3rd Sept.—Boxing at City Hall, 9 P.M.
Thursday, 8th Sept.—Auction of Valuable
Lands and Property at Sales Rooms, by
Mr. Geo. P. Lammert, Noon.
Saturday, 10th Sept.—Ordinary Half-Yearly
Meeting of Hongkong Hotel Co., Ltd.,
12.30 P.M.

SHIPPING.

ARRIVALS.

AMBIA, German str., 5,143, Doinat, 30th
August—Hamburg 10th July, General—
Hamburg-Amerika Line.
CHIYUEN, Chinese str., 30th Aug.—Canton.
CHAMORGANSHIRE, British str., 3,839, H. C.
Norris, 30th Aug.—Singapore 24th Aug.,
General—Jardine, Matheson & Co.
HAINAN, British str., 641, A. H. Stewart, 30th
August—Swatow 29th August, General—
Douglas, Lapraik & Co.
HAKATA MARU, Japanese str., 3,246, A. Mocker,
30th Aug.—Honolulu 12th Aug., General—
Nippon Yusen Kaisha.
HELENE, German str., 771, Bondixon, 30th
August—Swatow 29th August, General—
Jeschen & Co.
KAIKOKU, British str., 287, J. Warrack, 30th
August—Cebu 21st August, General—
Butterfield & Swire.
KEONGWAL, German str., 1,117, J. Kohler,
29th August—Bangkok 23rd August, Rice
and General—Butterfield & Swire.
KUMANO MARU, Japanese str., 3,147, M.
Winckler, 30th August—Yokohama 20th
August, General—Nippon Yusen Kaisha.
LYEMON, German str., 1,238, v. Pilgrim,
30th August—Swatow 29th Aug., Ballast
Hamburg-Amerika Line.
SPIRE, Norwegian str., 811, H. C. Schum, 29th
August—Manila 26th August—Angard,
Thorson & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
30th August.
Choyang, British str., for Shanghai.
Hitachi Maru, Japanese str., for Singapore.
Japan, British str., for Shanghai.
Sorita Maru, Japanese str., for Swatow.
Tianpan, Dutch str., for Batavia.
Tourart, French str., for Fort Bayard.
Yavata Maru, Japanese str., for Nagasaki.

DEPARTURES.

30th August.
AMARA, British str., for Hongkong.
AUSTRIALIEN, French str., for Europe, &c.
CHOYANG, British str., for Canton.
HAITAN, British str., for Swatow.
JOHANNE, German str., for Haiphong.
KURICHO, British str., for Chefoo.
MAUSANG, British str., for Sandakan.
MICHAEL JESEN, German str., for Hoitow.
TEAN, British str., for Manila.

SHIPPING REPORTS.

The British str. *Hainan* reports: Variable
winds and smooth sea, thunder and lightning
with rain.

VESSELS IN DOCK.

August 27th.
TAIKOO DOCK—Union, Foochow.

VESSELS EXPECTED.

THE ENGLISH MAIL.
The P. & O. Co.'s str. *Delta* left Singapore
for this port on the 26th instant at 5 p.m. with
the outward English Mail, and is due here to-
day at about 6 a.m.

THE GERMAN MAIL.

The I.G.M. str. *Derflinger*, carrying the
German Mail with dates from Berlin of the
10th instant, left Colombo on the 27th instant
and may be expected here on or about the
7th prox.

THE CANADIAN MAIL.

The C.P.R. Co.'s str. *Empress of India* left
Vancouver on the 17th instant p.m., for Hong-
kong via the usual ports of call.

THE AMERICAN MAIL.

The P.M. str. *Mongolia* left Yokohama on
the 30th inst. for Hongkong via Kobe, Nag-
asaki and Manila, and is due to arrive at Hongkong
on the 11th prox.

The T.K.K. str. *Tenyo Maru* sailed from
San Francisco on the 15th instant, for Hong-
kong via Honolulu, Yokohama, Kobe, Nagasaki,
and Shanghai, and is due to arrive at this port
on the 13th prox.

THE INDIAN MAIL.

The A.P.C. str. *Lightning* from Calcutta left
Singapore on the 28th instant, and may be
expected here on or about the 2nd prox.

The Indo-China str. *Nansing* left Calcutta
for the Straits and Hongkong on the 22nd inst.,
and is due here on or about the 7th prox.

THE AUSTRALIAN MAIL.

The E. & A. str. *Eastern* from Sydney, &c.,
left Port Darwin on the 29th instant for Timor,
Manila and this port.

MERCHANT STEAMERS.

The N.Y.K. str. *Iyo Maru* (European Line)
left Singapore for this port on the 25th instant,
and is expected here on the 2nd prox.

The Mogul Line str. *Pathan* sailed from the
United Kingdom on the 2nd instant for Hong-
kong via Straits.

The P. & O. S. N. Co.'s str. *Palma* left
Singapore for this port on the 29th instant, at
10 a.m., and is due here on the 2nd prox., at
about 8 a.m.

The O.S.K. str. *Panama Maru* left Taejon
for this port via Japan and Manila on the 6th
instant, and is expected to arrive here on or
about the 13th prox.

The N.Y.K. str. *Ceylon Maru* (Bombay
Line) left Bombay for this port via Colombo
and Singapore on the 26th inst., and is expected
here on the 13th prox.

ON SALE.

BOUND VOLUMES OF THE HONGKONG
WEEKLY PRESS, January to June,
1910. With INDEX. Price 75c.
On sale at the "HONGKONG DAILY PRESS"
Office.
Hongkong, 30th June, 1910.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "l.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAMES.	FLAG & BIG.	BEETH.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	NUBIA	Brit. str.	—	F. J. Fox	P. & O. S. N. Co.	About 7th Sept.
LONDON, &c., VIA USUAL PORTS OF CALL	ABODIA	Brit. str.	—	S. Barcham	P. & O. S. N. Co.	On 3rd Sept., at Noon
ROTTERDAM, HAMBURG & ANTWERP, &c.	LIBERIA	Ger. str.	k. w.	Kniesch	HAMBURG-AMERIKA LINIE	On 14th Sept.
ROTTERDAM, HAMBURG & ANTWERP, &c.	BADENIA	Ger. str.	k. w.	Wagner	HAMBURG-AMERIKA LINIE	On 26th Sept.
BAVRE & HAMBURG VIA STRAITS, &c.	SAMBIA	Ger. str.	k. w.	Beuss	HAMBURG-AMERIKA LINIE	On 6th Sept.
BAVRE & HAMBURG VIA STRAITS, &c.	SPERZA	Ger. str.	k. w.	Fas	HAMBURG-AMERIKA LINIE	On 12th Sept.
MAESSEUILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	ALESIA	Ger. str.	k. w.	Habel	HAMBURG-AMERIKA LINIE	On 9th Oct.
MAESSEUILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KANAGAWA MARU	Jap. str.	—	C. H. Butler	NIPPON YUSEN KAISHA	On 28th Sept., at 5 P.M.
MAESSEUILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	VILLE DE LA CIOTAT	Frenstr.	—	Barillon	NIPPON YUSEN KAISHA	On 13th Sept., at 1 P.M.
MAESSEUILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	MIYAZAKI MARU	Brit. str.	—	T. Murai	NIPPON YUSEN KAISHA	On 14th Sept., at D'light
MAESSEUILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KITANO MARU	Jap. str.	k. w.	F. E. Cope	NIPPON YUSEN KAISHA	About 17th Sept.
MAESSEUILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	AMBIA	Ger. str.	—	Deinat	HAMBURG-AMERIKA LINIE	On 28th Sept., at D'light
TIKLESTE, &c., VIA SINGAPORE, &c.	VOERWERTS	Aus. str.	—	B. Bednarz	MELCHERS & CO.	On 29th Sept.
NAPLES, GENOA, ALGIERS, GIBRALTAR, &c.	GOEBEN	Ger. str.	—	G. Bolte	DODWELL & CO., LTD.	About 3rd Sept.
BOSTON & NEW YORK	LENNOX	Brit. str.	—	—	DODWELL & CO., LTD.	On 10th Sept.
BOSTON & NEW YORK	SAINT PATRICK	Brit. str.	—	F. S. Cowley	CANADIAN PACIFIC R. CO.	On 17th Sept., at 5 P.M.
BOSTON & NEW YORK	SUVERIC	Brit. str.	1 m.	—	CANADIAN PACIFIC R. CO.	On 8th Nov., at Noon
BOSTON & NEW YORK	EMPEROR	Brit. str.	2 m.	—	NIPPON YUSEN KAISHA	On 13th Sept., at 4 P.M.
SHANGHAI, MOJI & KOBE	MONTEAGLE	Brit. str.	—	S. Ishikawa	OSAKA SHOSEN KAISHA	On 7th Sept., at Noon
SHANGHAI, MOJI & KOBE	AWA MARU	Jap. str.	—	H. Yamamoto	OSAKA SHOSEN KAISHA	On 11th Oct., at Noon
SHANGHAI, MOJI & KOBE	TAOMA MARU	Jap. str.	—	K. Kawara	NIPPON YUSEN KAISHA	On 22nd Oct., at Noon
SHANGHAI, MOJI & KOBE	INABA MARU	Jap. str.	—	L. Dawson	TOYO KISEN KAISHA	To-day, at 4 P.M.
SHANGHAI, MOJI & KOBE	BUYU MARU	Jap. str.	—	M. Winckler	BUTTERFIELD & SWIRE	On 2nd Sept., at Noon
SHANGHAI, MOJI & KOBE	TIJUAN	Jap. str.	1 m.	D. Lenz	NIPPON YUSEN KAISHA	On 10th Sept., at D'light
SHANGHAI, MOJI & KOBE	KUMANO MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 30th Sept., at Noon
SHANGHAI, MOJI & KOBE	PRINZ SIGISMUND	Jap. str.	—	R. Takeda	MELCHERS & CO.	To-morrow, at 5 P.M.
SHANGHAI, MOJI & KOBE	YAWATA MARU	Jap. str.	—	H. Raesener	NIPPON YUSEN KAISHA	About 20th Sept.
SHANGHAI, MOJI & KOBE	YUWA MARU	Jap. str.	—	T. Seldine	JATA-CHINA-JAPAN LINI	To-day, at Noon.
SHANGHAI, MOJI & KOBE	COBLENZ	Jap. str.	—	Zwart	QUICK DESPATCH	Quick despatch.
SHANGHAI, MOJI & KOBE	NAWATA MARU	Jap. str.	—	Kendie	BUTTERFIELD & SWIRE	On 6th Sept., at 4 P.M.
SHANGHAI, MOJI & KOBE	TJILATJAP	Jap. str.	—	F. Mooney	JARDINE, MATTHESON & CO., LTD.	To-morrow, at Noon.
SHANGHAI, MOJI & KOBE	XIANGZHANG	Jap. str.	—	M. Courtney	NIPPON YUSEN KAISHA	To-morrow, at Noon.
SHANGHAI, MOJI & KOBE	CHIPIOSHANG	Jap. str.	—	A. Mocker	NIKKON YUSEN KAISHA	To-day.
SHANGHAI, MOJI & KOBE	YUNZHANG	Jap. str.	—	B. W. H. Snow	P. & O. S. N. CO.	To-day, at 5 P.M.
SHANGHAI, MOJI & KOBE	HAKATA MARU	Jap. str.	—	T. Saruga	OSAKA SHOSEN KAISHA	To-morrow, at Noon.
SHANGHAI, MOJI & KOBE	DEFLA	Jap. str.	—	—	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
SHANGHAI, MOJI & KOBE	CHENAN	Jap. str.	1 m.	—	HAMBURG-AMERIKA LINIE	On 2nd Sept.
SHANGHAI, MOJI & KOBE	DERFLINGER	Ger. str.	k. w.	G. Meiners	MELCHERS & CO.	About 7th Sept.
SHANGHAI, MOJI & KOBE	ALBIA	Ger. str.	—	G. Phillips, R.N.R.	HAMBURG-AMERIKA LINIE	On 8th Sept.
SHANGHAI, MOJI & KOBE	NORE	Brit. str.	—	—	MELCHERS & CO.	About 8th Sept.
SHANGHAI, MOJI & KOBE	YARBA	Frenstr.	—	—	MESSAGERIES MARITIMES	On 10th Sept.
SHANGHAI, MOJI & KOBE	NAMISANG	Brit. str.	—	—	JARDINE, MATTHESON & CO., LTD.	On 12th Sept., at Noon.
SHANGHAI, MOJI & KOBE	TIJILWONG	Brit. str.	—	—	P. & O. S. N. CO.	QUIK DESPATCH
SHANGHAI, MOJI & KOBE	PALMA	Jap. str.	—	—	OSAKA SHOSEN KAISHA	ABOUT 3RD SEPT.
SHANGHAI, MOJI & KOBE	ZAPFO	Jap. str.	—	—	NIKKON YUSEN KAISHA	TO-DAY.
SHANGHAI, MOJI & KOBE	YUENSHANG	Jap. str.	—	—	CARLOWITZ & CO.	END OF SEPT.
SHANGHAI, MOJI & KOBE	RUBI	Jap. str.	1 m.	—	DAVID SASSOON & CO., LTD.	ON 12TH SEPT., AT NOON.
SHANGHAI, MOJI & KOBE	KAIPOONG	Jap. str.	—	—	JARDINE, MATTHESON & CO., LTD.	ON 2ND SEPT., AT NOON.
SHANGHAI, MOJI & KOBE	BORNEO	Jap. str.	—	—	—	ON 14TH SEPT., AT NOON.
SHANGHAI, MOJI & KOBE	COPI	Jap. str.	—	—	—	QUIK DESPATCH.
SHANGHAI, MOJI & KOBE	TIJAPANAS	Jap. str.	—	J. B. V. Domino Jelina	JAVA-CHINA-JAPAN LINI	TO-DAY.

VESSELS ON THE BERTH

PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DELTA Capt. H. W. H. Snow	15 P.M., 31st Aug.	Freight and Passage.
LONDON via USUAL PORTS	ARCADIA Capt. S. Barcham	Noon, 3rd Sept.	See Special Advertisement.
KEELUNG, SHANGHAI	PUKOW, HANKOW, PALMA, CHINWANTAO, MOJI, KOBE and YOKOHAMA	About 3rd Sept.	Freight only.
LONDON and ANTWERP	NUBIA Capt. J. F. Fox	About 7th Sept.	Freight and Passage.
THE SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES			
SHANGHAI, MOJI, KOBE, NOME	YOKOHAMA Capt. G. Phillips	About 8th Sept.	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent

Hongkong, 31st August, 1910.

HAMBURG-AMERIKA LINIE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.
TAKING Cargo at Through Bales to all European North Continental and British
Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean,
Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG.

OUTWARD.

FOR SHENGHAI, KOBE & YOKOHAMA:
S.S. AMBRIA ... 2nd Sept.
S.S. ALESIA ... 6th Sept.
S.S. C. FERD. LAEISZ 27th Sept.
S.S. ARMENIA ... 6th Oct.
S.S. SENEGAMBIA ... 21st Oct.
S.S. SILESIA ... 4th Nov.
S.S. SUEVIA ... 16th Nov.
S.S. ARABIA ... 30th Nov.
S.S. SCANDIA ... 15th Dec.

HOMEWARD.

FOR HAVRE, HAMBURG & ANTWERP:
S.S. SAMBIA ... 6th Sept.
S.S. SPEZIA ... 12th Sept.
FOR ROTTERDAM, HAMBURG & ANTWERP:
S.S. LIBERIA ... 14th Sept.
FOR ROTTERDAM, HAMBURG & ANTWERP:
S.S. BADENIA ... 25th Sept.
FOR MARSEILLES & HAMBURG:
S.S. AMBRIA ... 1st Oct.
FOR HAVRE & HAMBURG:
S.S. ALESIA ... 9th Oct.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office,

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
MANILA, ZAMBOANGA, THIERS, DAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE	"TAIYUAN"	On 31st Aug., 3 P.M.
HAIPHONG	"SINGAN"	On 1st Sept., 8 A.M.
SHANGHAI	"CHENAN"	On 1st Sept., 4 P.M.
ILOCO & TEBU	"KAIFONG"	On 2nd Sept., 4 P.M.
CHEFOO & NEWCHIANG	"NANCHANG"	On 6th Sept., 4 P.M.
DIRECT SAILINGS TO WEST RIVER	"LINTAN" and S.S. "SANUL"	Twice Weekly.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried.

REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 O'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE, \$45 SINGLE and \$80 RETURN.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
AGENTS

Hongkong, 31st August, 1910.

10

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHOW

AND RETURN.

Occupying 9 to 10 Days.

STEAMERS	CAPTAIN	LEAVING.
"HAIYANG"	Capt. A. E. Hodgins	FRIDAY, 2nd Sept., at 10 A.M.
"HAIMUN"	Capt. A. H. Stewart	TUESDAY, 6th Sept., at 10 A.M.
"HAITAN"	Capt. J. W. Evans	FRIDAY, 9th Sept., at 10 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN" Capt. A. H. Stewart { THURSDAY, 1st Sept., at 10 A.M.

Steamers will arrive at, and Depart from the Company's Wharf (near Blake Pier). During the Months of August and September, a Special Reduction of 20% on Fares to Foochow and Return will be Allowed.

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & CO.,

GENERAL MANAGERS.

Hongkong, 30th August, 1910.

CHEAPEST SUMMER RATES

BETWEEN HONGKONG AND JAPAN PORTS.

Commencing "Aki Maru" 30th May, ending 30th September, 1910.

SPECIAL EXCURSION TICKETS (1st & 2nd CLASS) AVAILABLE FOR 3 MONTHS.

Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

1st CLASS \$120 \$110 \$100 \$90

2nd " \$80 \$70 \$60 \$50

With Option of rail between Calling Ports in Japan.

† Omitting Keelung and Shimizu.

‡ Calling at Saigon.

§ Fitted with New System of Wireless Telegraphy. ¶ Carroonly. * Carries Deck Passengers.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For further information as to Freight, Passages, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO,

MANAGER [13-125]

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	A. Fraser	Manila	On 3rd Sept., Noon.
RUBI	2540	R. Rodger	Manila	On 10th Sept., Noon.

For Freight or Passage apply to JARDINE, MATTHESON & CO., LTD., Hongkong, 29th August, 1910.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS	JAPAN	Second half of Aug.	JAVA	First half of Sept.
TJILATJAP.	JAVA	Second half of Aug.	JAPAN	First half of Sept.
TJIBODAS	JAPAN	First half of Sept.	JAVA	First half of Sept.
TJILIWONG	JAVA	First half of Sept.	SHANGHAI	First half of Sept.
TJIMAH	JAVA	Second half of Sept.	JAPAN	Second half of Sept.
TJIKINI	JAVA	First half of Oct.	SHANGHAI	First half of Oct.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.
York Buildings, 1st Floor.
Hongkong, 31st August, 1910.

Telephone No. 375.

[16]

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY.

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.
(The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	TONS (Gross reg.)	LEAVES
VICTORIA B.C. & TACOMA	"TACOMA MARU"	6,178	WED'DAY, 7th Sept., at Noon.
VICTORIA B.C. & TACOMA	"PANAMA MARU"	6,059	WED'DAY, 24th Sept., at Noon.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES
ANPING via SWATOW & AMOY	"SOSHU MARU"	WED'DAY, 31st Aug., at Noon.
SHANGHAI via SWATOW, AMOY & FOOCHOW	"CHOSHUN MARU"	THURSDAY, 1st Sept., at Noon.
TAMSUI via SWATOW, & AMOY	"DALIJIN MARU"	SUNDAY, 4th Sept., at 10 A.M.
		Special Reduction of 20 per cent. will be allowed to 1st and 2nd Class Passengers to FOOCHOW during the two months of August and September, 1910.
		CHEAPEST THROUGH PASSAGE to NANKING, in connection with The NISSHIN KISEN KAISHA's Steamers at Shanghai, for The NANKING EXPOSITION.

MUSICAL INSTRUMENTS AND STRINGS.

VIOLINS, GUITARS, MANDOLINES, and other STRINGED INSTRUMENTS.
ALL WOOD and BRASS WIND INSTRUMENTS.
ALUMINUM MANDOLINES FOR HOT CLIMATES.
NOVELTIES OF FITTINGS and STRINGS.
GEBRUEUER SCHUSTER, MARKNEUKIRCHEN 76, GERMANY
For Particulars, Catalogues and Samples apply to the Sole Representative for China:
HUGO C. A. FROMM,
HONGKONG: 4, QUEEN'S BUILDING. TELEPHONE 960.

435

POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

The Linan, with the Siberian mail, is due to arrive here to-day. The Delta, with the English mail of the 5th inst., left Singapore on Friday, the 26th inst., at 5.00 p.m., and may be expected here to-day. This packet brings the parcel mails closed in London for despatch by the all sea route on the 27th July, and for despatch overland on the 3rd inst.

TO	PER	DATE
Port Bayard and Haiphong	Tonareg	Wednesday, 31st, 8.00 A.M.
Shanghai	Chouping	Wednesday, 31st, 11.00 A.M.
Nagasaki, Kobe and Yokohama	Yasata Maru	Wednesday, 31st, 11.00 A.M.
Swatow, Amoy and Anping	Soku Maru	Wednesday, 31st, 11.00 A.M.
Manila	Sutic	Wednesday, 31st, 11.00 A.M.
Macao	Sui Tai	Wednesday, 31st, 11.15 P.M.
Shanghai, Nagasaki, Kobe, Yokohama and Yokohama	Glamorganshire	Wednesday, 31st, 3.00 P.M.
Manila, Zamboanga, Port Darwin, Thursday, Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Dunedin, Perth, and Fremantle	Taiyuan	Wednesday, 31st, 3.00 P.M.
SHANGHAI	Della	Wednesday, 31st, 4.00 P.M.
Shanghai, Moji and Kobe	Hakata Maru	Wednesday, 31st, 4.00 P.M.
Haiphong	Singan	Wednesday, 31st, 5.00 P.M.
Siagon	Diomed	Wednesday, 31st, 5.00 P.M.
—: SEPTEMBER:—		
Swatow, Amoy, Foochow and Shanghai	Hainan	Thursday, 1st, 9.00 A.M.
Swatow, Amoy, Foochow and Shanghai	Chopung	Thursday, 1st, 11.00 A.M.
Tientsin	Chopising	Thursday, 1st, 11.00 A.M.
Macao	Sui Tai	Thursday, 1st, 11.15 P.M.
Shanghai	Chenan	Thursday, 1st, 3.00 P.M.
Swatow, Amoy and Foochow	Haiyang	Friday, 2nd, 4.00 P.M.
Singapore, Penang and Calcutta	Arratoon Apear	Friday, 2nd, 11.00 A.M.
Manila, Thursday 1st, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth, and Fremantle	Kumano Maru	Friday, 2nd, 11.00 A.M.
Macao	Sui Tai	Friday, 2nd, 11.15 P.M.
Sourabaya	Typonae	Friday, 2nd, 2.00 P.M.

ELECTRIC IRONS

INDISPENSABLE TO EVERY HOUSEHOLD.

THE MISTRESS can iron her own delicate laces.
THE MASTER can iron his own ties.
THE AMAH can do all other ironing in half the time and without grumbling.
The only CLEAN method of Ironing.
The only HEALTHY method of Ironing.
The only CONVENIENT method of Ironing.

OLEAN because the Iron is Nickel Plated and does not require to be placed over fires.
HEALTHY because you dispense with the necessary for stifling fire, and in the height of summer ironing can be carried on in PERFECT COMFORT without inhaling the poisonous fumes given off by gas or charcoal Irons.

CONVENIENT because the Iron is always ready for immediate use, can be connected to any convenient lampholder, and heat up within a couple of minutes.

CAN BE USED FOR SEVERAL HOURS FOR TWENTY CENTS.

WILLIAM C. JACK & CO., LTD.,
Electrical Engineers,
14, DES VERS ROAD CENTRAL, HONGKONG.

40

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS
OF
LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

LONDON ADDRESS:
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BENEDICTINE, D.O.M.

BRANDY ★★★★

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“IMPERIAL WHISKY”

(A MAGNIFICENT BRAND, SPECIALLY SELECTED FOR THE FAR EAST.)

WHISKY, PALL MALL

WHISKY, JOHNNIE WALKER'S

OLD HIGHLAND

WHISKY, D.O. WHITE LABEL

WHISKY, O. P. & CO'S “SPECIAL BLEND”

PORT WINE, INVALIDS

PORT WINE, DOURO

SHERBET, LA TORRE

SHERBET, AMOROSO

THE ABOVE ARE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.



PRICES ON APPLICATION



PRICES ON APPLICATION

The Most Celebrated Cigarette in the World.

WILL'S'S “THREE CASTLES”

MILD MEDIUM MAGNUMS

(Green label)

(Yellow label)

(large size)

In 20'S Packets or 50'S Air-Tight Tins.

These popular Cigarettes are manufactured in BRISTOL from the finest grades of Virginia Tobacco with all the skill which W. D. & H. O. WILLS have acquired during the 200 years which have elapsed since their business was established.

SOLD EVERYWHERE.

W. D. & H. O. WILLS.
BRISTOL AND LONDON.

COMMERCIAL.

EXCHANGE CLOSING QUOTATIONS.

August 30th.

ON LONDON	—
Telegraphic Transfer	1/9.
Bank Bills, on demand	1/9.
Bank Bills, at 30 days' sight	1/9.
Bank Bills, at 4 months' sight	1/9.
Credits, at 4 months' sight	1/9.
Documentary Bills, 4 months' sight	1/9.
ON PARIS	—
Bank Bills, on demand	224.
Credits, at 60 days' sight	43.
ON BOMBAY	—
Telegraphic Transfer	132.
Bank, on demand	133.
ON CALCUTTA	—
Telegraphic Transfer	132.
Bank, on demand	133.
ON SHANGHAI	—
Bank, at sight	74.
Private, 30 days' sight	75.
ON TOKOHAMA	—
On demand	67.
ON MANILA	—
On demand—Peso	67.
ON SINGAPORE	—
On demand	75.
ON BATAVIA	—
On demand	107.
ON HAIPHONG	—
On demand	13.
ON SAIGON	—
On demand	14.
ON BANGKOK	—
On demand	87.
GOVERNMENTS, Bank's Buying Rate	\$11.20
Gold Leaf, 100 fine, per tael	\$58.40
Bar Silver, per oz.	24.2.
SUBSIDARY COINS	—
Chinese	20 cents pieces per cent
Chinese	10 " 25 cents pieces per cent
Hongkong	20 " 45 cents pieces per cent
Hongkong	10 " 55 cents pieces per cent

CHINESE 20 cents pieces per cent
Chinese 10 " 25 cents pieces per cent
Hongkong 20 " 45 cents pieces per cent
Hongkong 10 " 55 cents pieces per cent

SIEMSEN & CO.,

Machinery Dept.

Hongkong.

Felten & Guilleaume

Lahmeyer Werke,

Dynamo Works,

Frankfort o/M.

GENERATORS

HK MOTORS.

for Direct, Single or Multiphasic current, belt-drive, rope-drive or Direct-coupled.

Transformers, Arc Lamps, Meters, Measuring Instruments and Switchboards.

Complete Light and Power Installations of every Size and System undertaken.

Prospectus and Estimates Free.

1860

OPIUM.

August 29th.

Quotations are:—
Malwa New \$1,880/1,920 per picul
Malwa Old \$1,950/1,960 " " "
Malwa Older \$1,970/2,000 " " "
Malwa V. Old \$2,010/2,050 " " "
Ponian fine quality \$1,400/1,500 " " "
Ponian extra fine \$2,000 " " "
Pata New \$1,820/25 per chest
Pata Old " " " " "
Bunares New \$1,800 " " "
Bunares Old \$1,800 " " "

DAVID CORSAE & SON'S
MERCHANT NAVY
NAVY BOILED
LONG FLAX
RELIANCE CROWN
TARPAULING
AENHOLD, KARBERG & CO
Sole Agents.

1535 HONGKONG TIDE TABLE.

From August 25th to 31st, 1910.

HIGH WATER. LOW WATER.

Hongkong Observatory, August 30th.

Day of Month Day of Month Hongkong Mean Time, Height Day of Month Day of Month Hongkong Mean Time, Height

Previous Day at 6 p.m. On Date at 10 a.m. at 4 p.m. Then 15 m. 0 9 m. 5 6 m. 5 4 m. 4 4

Barometer 29.65 29.69 29.61

Temperature 90 87 88

Humidity 65 75 76

Wind Direction W WSW W

Force 1 1 1

Weather C opt

Rain 0 0 0

Highest open air Temperature on 29th 91

Lowest open air Temperature on 29th 80

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Boat Central, Victoria, Hongkong; London Office, 131, Fleet Street, E.C.